

J O H N D E E R E

*General-Purpose*  
**TRACTORS**



**"A", "B", AND "G" SERIES**



# they're LEADERS

## in modern design... proved performance

**Y**OU'VE no idea of the great forward strides John Deere has made in general-purpose farm power until you see and drive one of these new "A," "B," or "G" Tractors for the first time.

Here are tractors in a class all by themselves when it comes to *modern* design—tractors with entirely new and exclusive features, pioneered and developed by John Deere to handle your every power job faster, with greater efficiency . . . tractors that will make *your* farming operations much easier, more profitable, more enjoyable.

Here are tractors that are *proved* performers in the field because they offer you the same exclusive *two-cylinder* advantages of *greater* dependability, *greater* economy, and *longer* life as their famous predecessors.

Read all about the John Deere "A," "B," and "G" Tractors in this booklet. Then ask your John Deere dealer to demonstrate the model that fits your needs. Drive it yourself and make your own comparisons. We feel certain you'll agree it's the leader in its field for *modern* design and *proved* performance.







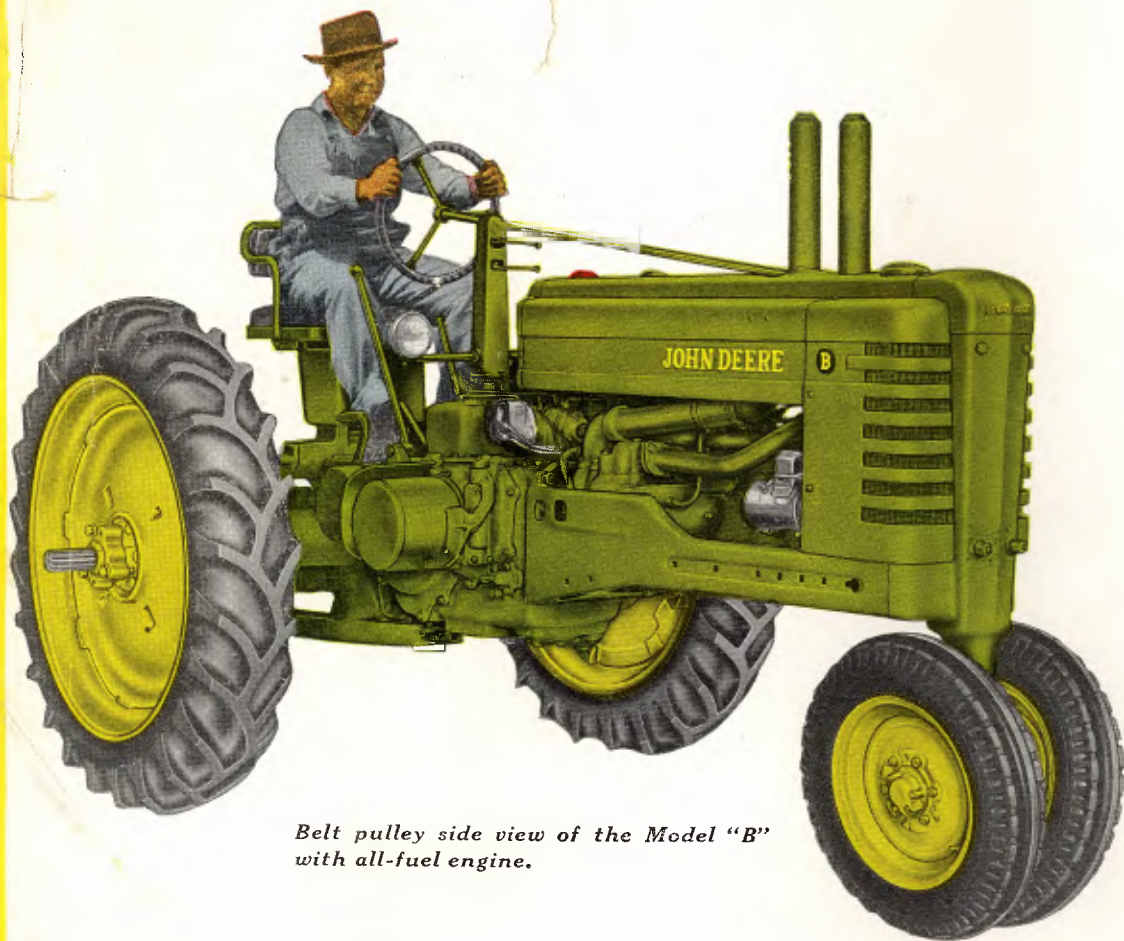
## THE MODEL "A" FOR LARGE ROW-CROP FARMS

THE MODEL "A" completely meets the needs of farmers who want heavy-duty, 2-3-plow power. Its cyclonic-fuel-intake engine is available in two types—the all-fuel engine with a maximum horsepower of 26.83\* on the drawbar and 30.98\* on the belt, and the gasoline engine with a maximum horsepower of 35.30\* on the drawbar and 39.45\* on the belt.

With the Model "A," you can do a greater percentage of your everyday farm jobs in third, fourth or even fifth gear, materially increasing your daily work output. Its new transmission has a single shift lever and six forward speeds.

The Model "A" is available with or without hydraulic power lift or Powr-Trol. Regular equipment includes such extra-value features as power shaft, belt pulley, self-starter, front and rear lights, adjustable swinging drawbar, muffler, and spark arrester. Extra equipment includes Hydraulic Power Lift or Powr-Trol, Roll-O-Matic "knee action" Front Wheels, and a new two-piece front pedestal with your choice of *interchangeable* single, dual, or adjustable-front-axle wheel equipment. A complete line of specially-designed, matched integral equipment, listed on page 25, is available.

\*Sea level (calculated); maximum horsepower based on 60° F. and 29.92 inches Hg.



*Belt pulley side view of the Model "B"  
with all-fuel engine.*

## THE MODEL "B" FOR FARMS OF MEDIUM SIZE

The Model "B" is ideal general-purpose power for farms of medium size. It is available in your choice of two engines—the *all-fuel* engine with a maximum horsepower of 22.19\* on the drawbar and 24.33\* on the belt, and the increased-compression *gasoline* engine with a maximum horsepower of 25.50\* on the drawbar and 28.69\* on the belt. Six-speed transmission, operated by a single shift lever, provides a speed for every job from a mere crawl of 1½ M.P.H. to a high of 10 M.P.H. for transporting.

The Model "B" can be furnished with or without hydraulic Power Lift or Powr-Trol. Regular equipment includes self-starter, front and rear lights, power shaft, belt pulley, adjustable swinging drawbar, muffler and spark arrester. A complete line of integral equipment (see page 24) also is available for the Model "B".

Extra equipment includes hydraulic Power Lift or Powr-Trol and Roll-O-Matic Front Wheels. The Model "B" also can be furnished with a new, two-piece front pedestal and your choice of *interchangeable* single, dual or adjustable front-axle wheel equipment.

*\*Sea level (calculated); maximum horsepower based on 60° F. and 29.92 inches Hg.*



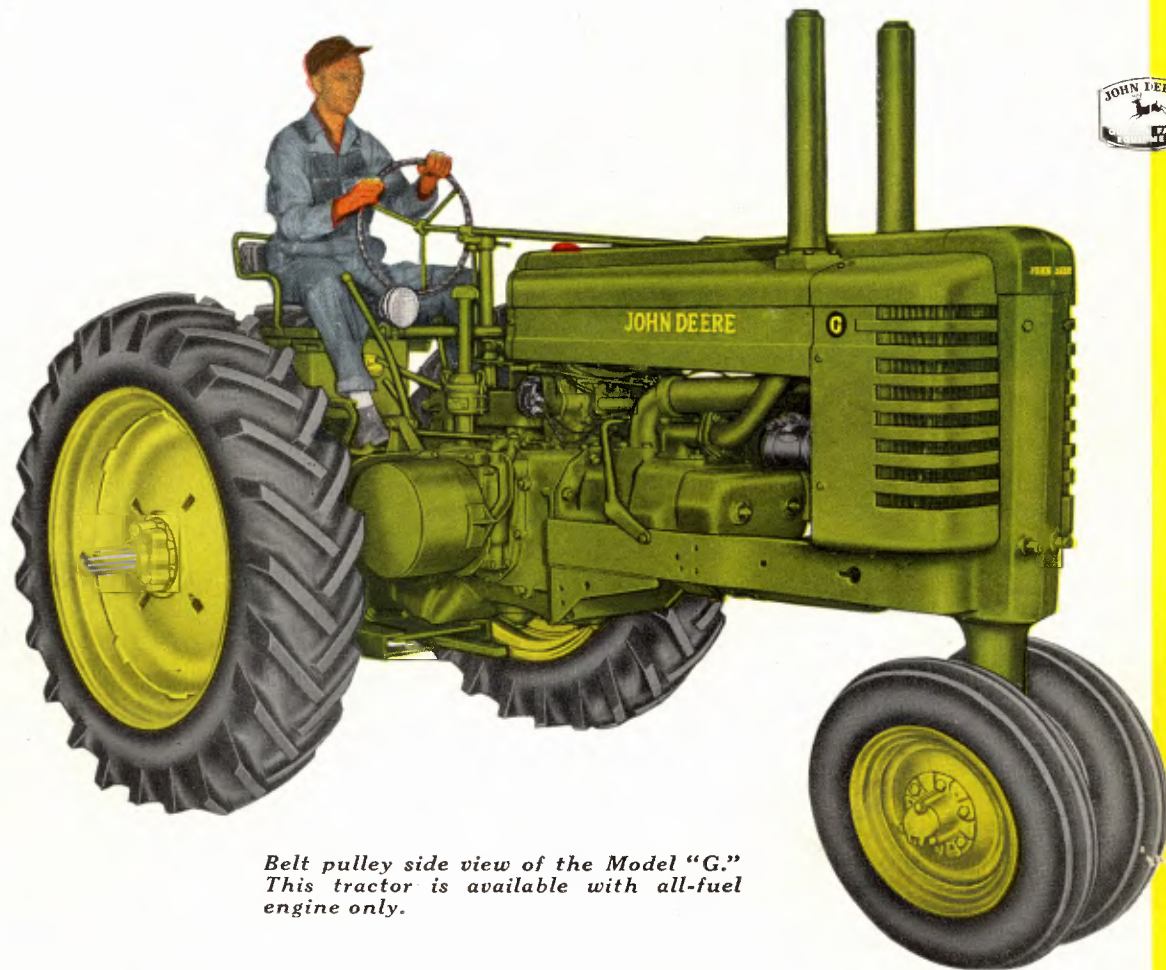
## THE ALL-FUEL MODEL "G"

There's a world of power and performance in the Model "G", the row-crop tractor for the large-acreage farmer who wants to burn the heavier fuels. Specifically designed for these fuels, the "G" offers substantial savings where gasoline taxes are not rebatable or where a wide price spread exists between the heavier fuels and gasoline. Its all-fuel engine develops 36.01\* drawbar horsepower and 39.80\* belt horsepower.

The Model "G" is heavier than the Model "A", and is regularly equipped with 12-38, 6-ply tires. Rear wheel tread is adjustable anywhere between 60" and 84". Special axles are available to provide treads of 60" to 88" and 68" to 104".

The Model "G" can be furnished with or without hydraulic Power Lift or Powr-Trol. Regular equipment includes self-starter, front and rear lights, power shaft, belt pulley, adjustable swinging drawbar, muffler and spark arrester. Hydraulic Power Lift or Powr-Trol and Roll-O-Matic Front Wheels are extra. If desired, the "G" may be equipped with the new two-piece front pedestal and your choice of front wheel equipment which is quickly interchangeable. A complete line of matched, integral working equipment is available. (See page 25.)

*\*Sea level (calculated); maximum horsepower based on 60° F. and 29.92 inches Hg.*



*Belt pulley side view of the Model "G."  
This tractor is available with all-fuel  
engine only.*

# NEW *Two-Piece* FRONT PEDESTAL

## FOR MODELS "A," "B," AND "G" TRACTORS

Here is a brand-new feature of the regular Models "A," "B," and "G" Tractors—a new two-piece front pedestal that is available with *interchangeable* front-wheel equipment. It's ideal for farmers who want the advantages of dual front wheels, single front wheel or an adjustable front axle in one tractor, yet who have no requirements for higher clearance and wider rear wheel-tread.

The regular dual front wheels fit your tractor for all general row-crop work. The single front wheel permits close cultivation without damage in narrow-spaced rows. The adjustable

front axle gives you the advantages of a standard-tread tractor when plowing or handling certain other jobs.

Changing front-end assemblies is simple and easy—each attaches securely to the pedestal by four cap screws. All three types utilize the same vertical spindle.

Furnished as an extra on "A," "B," or "G" Tractors, the two-piece front pedestal is available with your choice of front-end assemblies. Any one or all three types may be purchased with the tractor or at a later date.

### PROVIDES 3 TRACTORS IN ONE

**1** Right: New two-piece front pedestal which is available as extra equipment for John Deere Models "A," "B," and "G" Tractors. Below: Dual front wheels for general row-crop work.



**3** Below: Single front wheel is especially desirable for working in narrow-spaced rows. All three front-end assemblies are quickly attached to the pedestal and securely held in place by four cap screws.



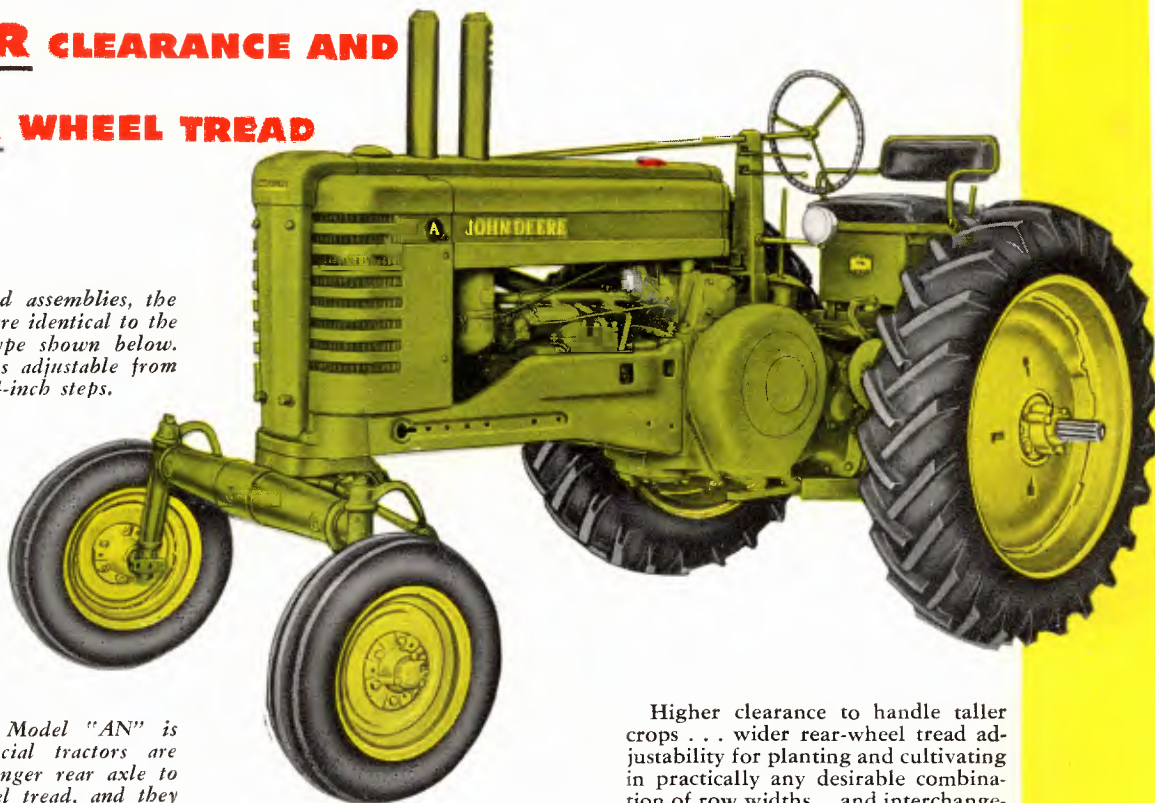
**2** Above: Adjustable front-axle assembly provides advantages of a standard-tread tractor for plowing and certain other jobs. Front wheel tread is adjustable from 56 to 80 inches in 4-inch steps.



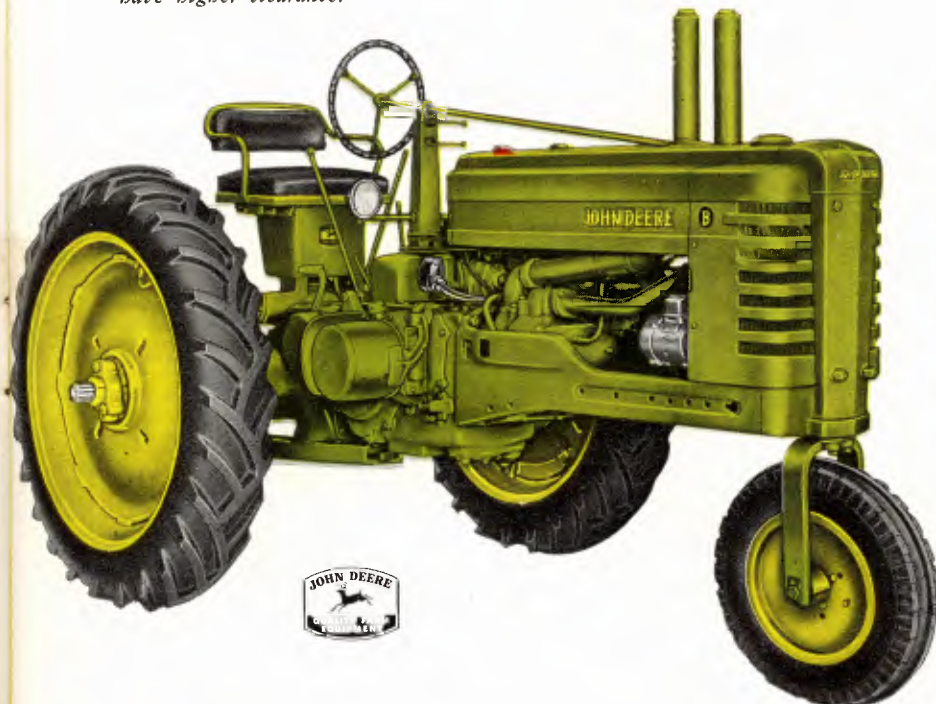


# MODELS "AN," "BN," "AW," AND "BW," WITH HIGHER CLEARANCE AND WIDER WHEEL TREAD

*Except for front-end assemblies, the "AW" and "BW," are identical to the single-front-wheel type shown below. Front wheel tread is adjustable from 56 to 80 inches in 4-inch steps.*



*Here's the "BN." Model "AN" is similar. These special tractors are equipped with a longer rear axle to provide wider wheel tread, and they have higher clearance.*



Higher clearance to handle taller crops . . . wider rear-wheel tread adjustability for planting and cultivating in practically any desirable combination of row widths . . . and interchangeable front-end assemblies are important additional advantages of these special adjustable-front-axle and single-front-wheel models.

The adjustable-front-axle Models "AW" and "BW" meet the needs of farmers who want the advantages of standard-tread design in a row-crop tractor for straddling beds or irrigation ditches . . . for planting and cultivating without splitting the centers . . . for traveling over soft and friable soils . . . or for working in rough ground conditions where an oscillating front axle is desirable.

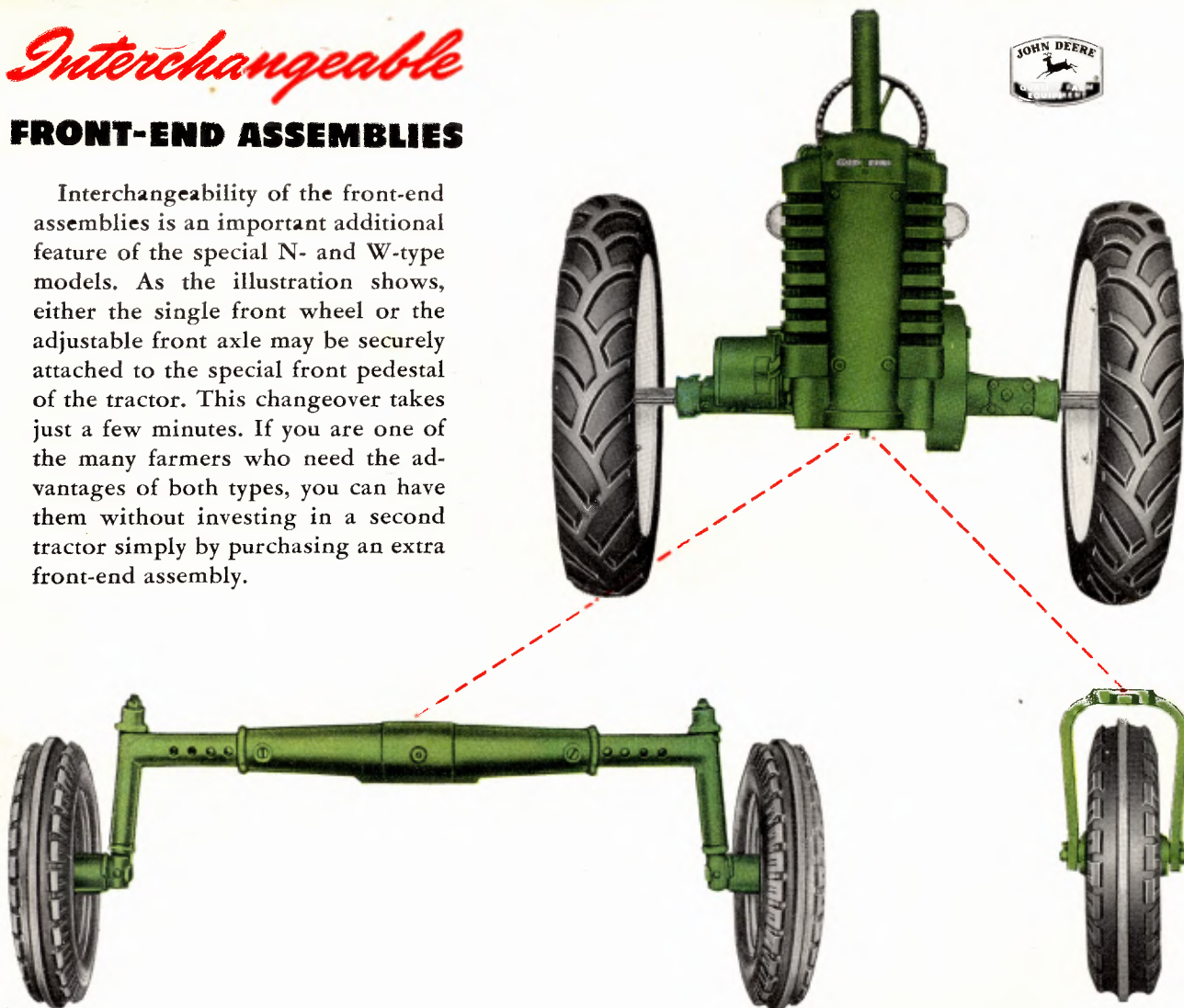
The single-front-wheel Models "AN" and "BN" are ideal for working in irrigated sections and in narrow-row crops where clearance between rows is limited. (See next page for detailed specifications on both types.)

Here are tractors that provide complete adaptability to the crops and farming methods practiced by many vegetable growers, row-crop and general farmers. Most of the integral equipment for the regular Models "A" and "B" Tractors, as well as a complete line of beet and bean tools, is available for these special models.

# Interchangeable

## FRONT-END ASSEMBLIES

Interchangeability of the front-end assemblies is an important additional feature of the special N- and W-type models. As the illustration shows, either the single front wheel or the adjustable front axle may be securely attached to the special front pedestal of the tractor. This changeover takes just a few minutes. If you are one of the many farmers who need the advantages of both types, you can have them without investing in a second tractor simply by purchasing an extra front-end assembly.



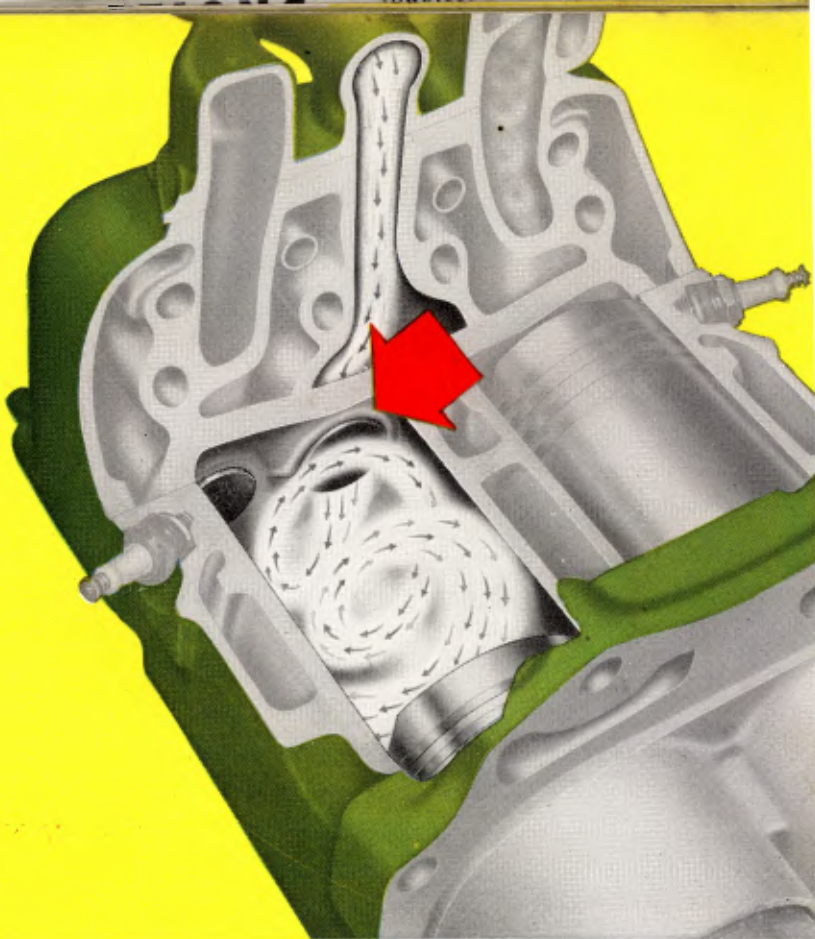
### SPECIFICATIONS\* FOR MODELS "AN", "BN", "AW", and "BW"

	Model "AN"	Model "BN"	Model "AW"	Model "BW"
Rear Wheel Tread.....	56 to 104 inches	56 to 104 inches	56 to 104 inches	56 to 104 inches
Clearance Under Rear Axle (9-42 Tires).....	.....	25.4 inches	.....	25.4 inches
(11-42 Tires).....	27 inches	.....	27 inches	.....
Front Wheel Tread.....	.....	.....	56 to 80 inches (in 4-inch steps)	.....
Clearance Under Front Axle (5.50 x 16 Tires).....	.....	.....	24 inches	24 inches
Front Axle Oscillating Range.....	.....	.....	14½ inches (56-inch tread) to 20¾ inches (80-inch tread)	.....
Clearance Under Front Frame.....	32.6 inches (7.50 x 16 tires)	30.8 inches (6.50 x 16 tires)	.....	.....
Turning Radius.....	10 feet, 6 inches	10 feet, 5 inches	15 feet, 2½ inches	17 feet



# JOHN DEERE *Two-Cylinder Engines*

## WITH CYCLONIC FUEL INTAKE



## ARE MORE EFFICIENT...

Cyclonic fuel intake is a development of John Deere engineers that makes these John Deere Two-Cylinder Engines even more efficient, more economical on fuel than their famous predecessors. In the illustration above, notice how the fuel charge is drawn into the cylinder. Arrow

points to an "eyebrow" just over the intake valve which directs incoming fuel downward in a swirling motion, creating greater turbulence. This cyclonic fuel intake results in more thorough mixing of fuel and air, better combustion, and improved all-'round engine performance.

## AND AVAILABLE IN ALL-FUEL AND GASOLINE TYPES

Two types of engines are available for both the "A" and "B" Series—an *all-fuel engine* which has proved so successful over the years in burning low-cost fuels with maximum economy, and an *engine with increased compression and even more power, specifically designed for gasoline.*

Tractors of the "G" Series are available with the all-fuel engine only. From the "A," "B," and "G" Series, you can choose any one of *five* power sizes to match your exact requirements and individual preference. Each will burn the fuel for which it is designed with the utmost efficiency and economy.



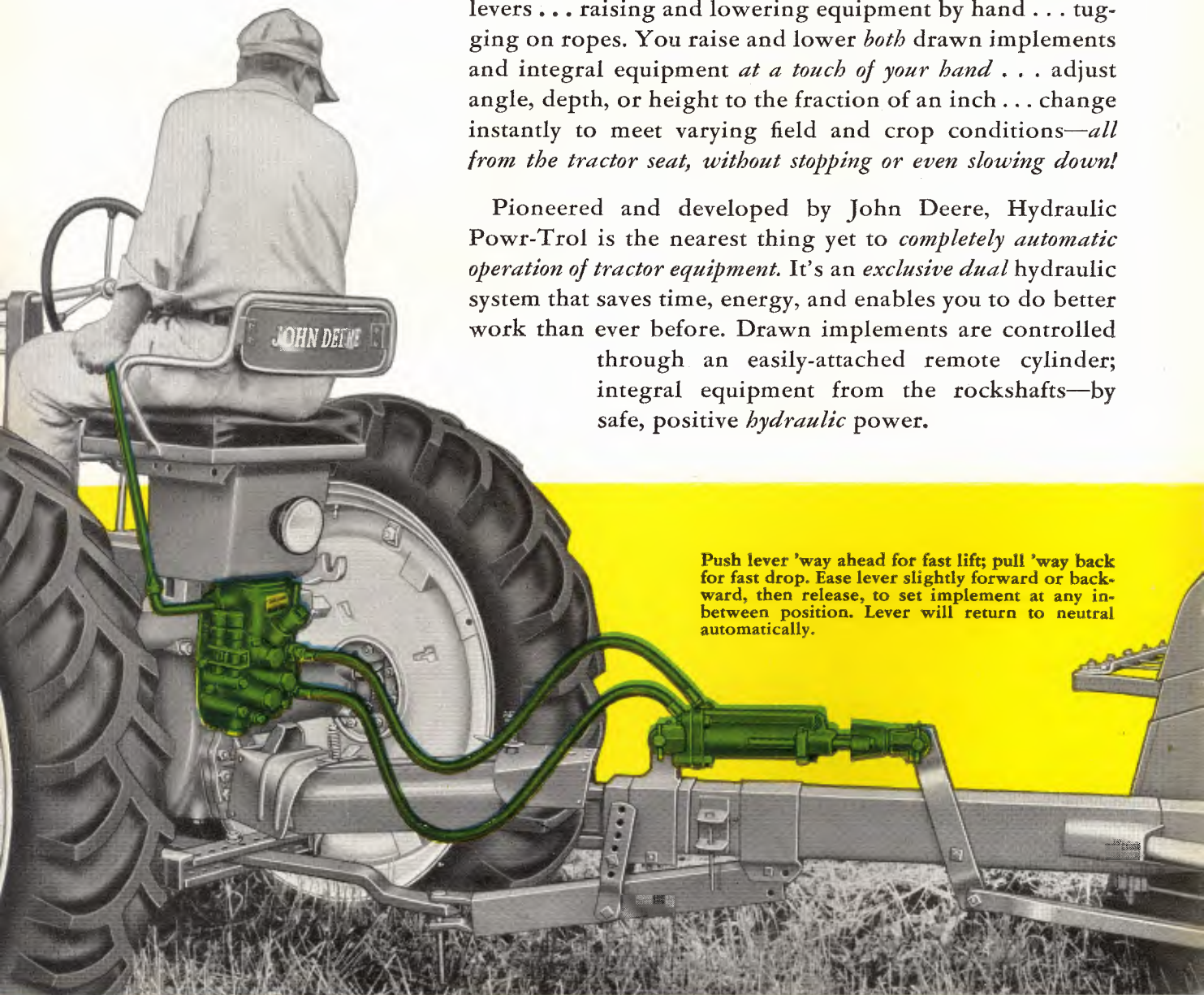
# *on the Go*

## OF BOTH INTEGRAL

John Deere Hydraulic Powr-Trol does away with the drudgery of reaching and stretching for implement lifting levers . . . raising and lowering equipment by hand . . . tugging on ropes. You raise and lower *both* drawn implements and integral equipment *at a touch of your hand* . . . adjust angle, depth, or height to the fraction of an inch . . . change instantly to meet varying field and crop conditions—all *from the tractor seat, without stopping or even slowing down!*

Pioneered and developed by John Deere, Hydraulic Powr-Trol is the nearest thing yet to *completely automatic operation of tractor equipment*. It's an *exclusive dual* hydraulic system that saves time, energy, and enables you to do better work than ever before. Drawn implements are controlled through an easily-attached remote cylinder; integral equipment from the rockshafts—by safe, positive *hydraulic* power.

Push lever 'way ahead for fast lift; pull 'way back for fast drop. Ease lever slightly forward or backward, then release, to set implement at any in-between position. Lever will return to neutral automatically.



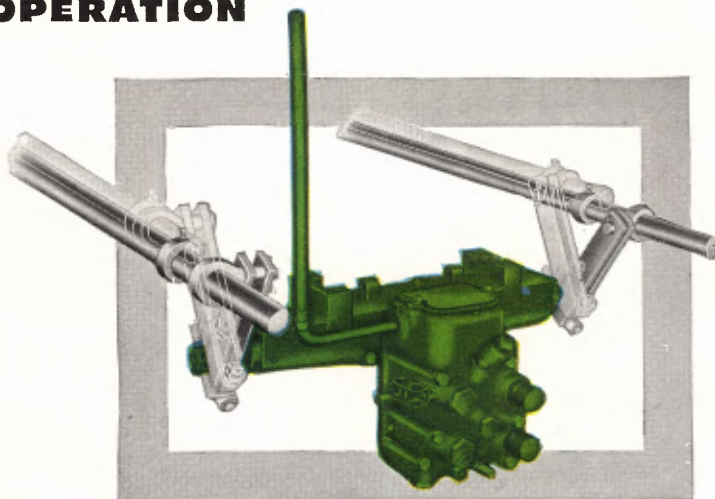


# *Finger Tip Control*

## AND DRAWN EQUIPMENT!

### ROCKSHAFT OPERATION

The illustration (at right) shows how integral equipment is controlled from the two rockshafts. Note both extreme positions of lifting arms. You can secure *any* desired position between maximum working depth and maximum lift to meet varying field and crop conditions—just touch the control lever. Speed of drop for light or heavy equipment is controlled by a drop-regulating valve.



*The same lever operates rockshafts and provides both fast and slow speeds for raising, lowering, adjusting integral equipment.*

### REMOTE-CYLINDER OPERATION

Drawn equipment is controlled by a remote-cylinder which attaches in a jiffy to the implement and is connected to the tractor by two oil lines. An important feature is its double action. Moving the control lever in *either* direction exerts hydraulic pressure to force a piston rod in or out of the cylinder and actuate the implement. This assures both a positive lift and a constant forcing action which holds equipment to work in the position selected by the operator.

An adjustable stop regulates the length of cylinder stroke and sets the maximum working

position of the implement. Twenty quarter-inch steps provide a full range of accurate adjustments.

It's easy to attach or disconnect oil lines. A unique lever device holds them securely in place, yet releases when they are subjected to a direct pull. When not in use, the remote-cylinder may be conveniently carried on the transport arm without disconnecting the oil lines.

All drawn tools, as well as integral equipment, can be operated by Powr-Trol while the tractor is in motion or standing still.

you'll do  
**all your work**  
**EASIER**  
**FASTER**  
**BETTER**  
 with



*Raising the mower cutter bar to clear a field obstruction.*



*Raising, lowering, or adjusting plow bottoms.*

WITH a John Deere "A," "B," or "G" Tractor equipped with Hydraulic Powr-Trol, a touch of your hand *raises and lowers* plow bottoms . . . grain drill openers . . . cultivator shovels . . . mower cutter bars . . . baler pickup units . . . combine platforms . . . corn picker gatherers—*angles and straightens* disk harrow gangs—*instantly changes* working angle, depth, or height of drawn implements and mounted tools to meet varying field and crop conditions.

A single lever, located at your finger tips, provides this effortless control. Push it forward into the fast-lift position to raise equipment quickly; shift it back into the fast-drop position to lower equipment instantly to working position. Move the lever slightly forward or backward into the slow-lift or slow-drop speed range to obtain *any* desired intermediate setting. It's as simple as that—nothing could be easier.





*Straightening disk harrow gangs at the headland.*



*Adjusting platform height of a John Deere combine.*



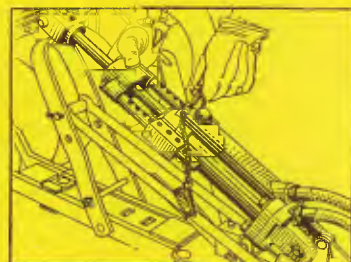
*Raising or lowering corn picker gatherers.*



*Operating integral equipment from the rockshafts.*

John Deere pioneered in harnessing the power of the tractor to control working equipment—with the *first* mechanical lift in 1928 . . . the *first* hydraulic power lift in 1933. Again, in 1945, John Deere was first with Powr-Trol—effortless, finger-tip, *selective* control of *both* integral and drawn tools. Today's improved Powr-Trol is the *only* hydraulic system that has *proved* its adaptability to practically every type of integral and drawn implement . . . that has *proved* its dependability on thousands of John Deere Tractors, working in countless conditions on farms in every section of the country.

*The maximum working position is governed by an adjustable stop which regulates the length of cylinder stroke. It takes but a few seconds to change it for different implements or varying field conditions. A wide variety of accurate adjustments is provided.*





# ROLL-O-MATIC "KNEE-ACTION" FRONT



*Roll-O-Matic equalizes the load on both front wheels. Either wheel will ride over an obstruction while the other hugs the ground surface.*

...an exclusive  
John Deere  
Feature that pro

## STUDY THIS VIEW

Here, at the right, are two John Deere Tractors. One is equipped with conventional rigid front wheels; the other with Roll-O-Matic. The right front tires of both are resting on a rock five inches high. Notice that the entire front end of the conventional tractor has been forced to rise the full five inches and that one tire is taking the full load. Now, look at the tractor equipped with Roll-O-Matic. Here, the rise is only two and one-half inches—*exactly half that of the conventional tractor*—and each tire is taking its full share of the load.

By minimizing the up-and-down movement of the front end and equalizing the load between *both* front wheels, Roll-O-Matic gives you a smoother, more comfortable ride, and greatly increases front tire life.

THE  
CONVENTIONAL  
WAY....

THE  
ROLL-O-MATIC  
WAY....





THERE'S *new* driving ease . . . *new* riding comfort . . . *new* smoothness and safety of operation awaiting you behind the wheel of a John Deere "A," "B," or "G" Tractor equipped with this great John Deere feature—Roll-O-Matic "knee-action" Front Wheels.

## WHEELS

You'll notice the difference the very first time you drive one—in the easier, smoother, surer-footed way the tractor steers over rough ground . . . on side-hills . . . in furrows . . . on top of beds . . . along the contour . . . in almost *any* operating condition you can name.

There's no fighting the wheel, no creeping, no weaving from side to side. Steering

is much easier because the load is always equalized *between both front wheels*. Riding is greatly improved because *up-and-down movement of the front end is cut exactly in half as the tractor travels over rough ground*. With just a guiding hand on the wheel, the tractor literally climbs out of furrows . . . "walks" right over obstructions . . . operates in rough fields with greater maximum stability.

Here is a great John Deere development you're sure to want in your next tractor, and it's an *exclusive* John Deere feature.

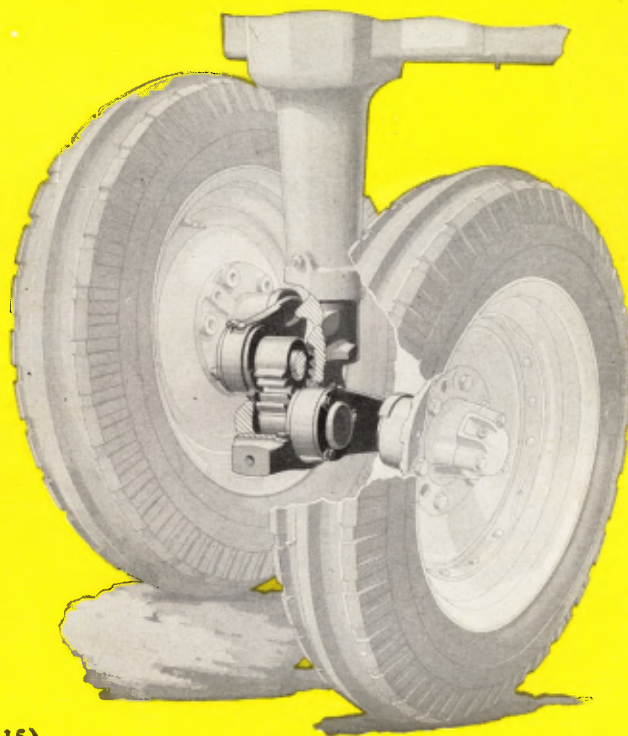
Roll-O-Matic "knee-action" Front Wheels are furnished as extra equipment for John Deere Models "A," "B," and "G" Tractors.

# vides easier, smoother operation

### HERE'S HOW IT WORKS

This cut-away view shows how Roll-O-Matic operates. The slightest up or down movement of either wheel is immediately transferred through gears, which automatically equalize the load on *both* front tires. Here, the right front wheel has encountered a field obstruction which has raised it, automatically forcing the other wheel down and allowing the tractor to ride over with ease. This construction is simple and fool-proof. Gears and knuckles are built with an extra margin of strength to stand up under far greater shocks and strains than will ever be encountered in normal field operations.

Wheels are reversible to give greater clearance and prevent "balling up" in extremely muddy conditions.





# *New* EASE OF HANDLING

**D**RIVING and operating one of these John Deere Tractors in the field is a constant source of real satisfaction—it's something you have to experience for yourself to really appreciate.

In addition to the exclusive John Deere features of Powr-Trol and Roll-O-Matic, previously described, John Deere has provided every other feature for your operating convenience in these new models. Read about them here. Then, arrange with your John Deere dealer to operate an "A," "B," or "G" at your first opportunity and see for yourself why owners say, "You can't beat a John Deere for easy handling."

## FRONT AND REAR LIGHTS

Front and rear lights are standard equipment on John Deere "A," "B," and "G" Series Tractors. Two front lights mounted on the new steering shaft support provide excellent lighting ahead of the tractor. Rear light attaches to the new battery box below the seat to give ample lighting of the drawn tool and the work behind the tractor.

## BUILT-IN STARTER SEMI-AUTOMATIC CHOKE

A new, built-in starter is standard equipment. The starter button is ahead of the left brake and convenient to the operator's foot. The starting motor is located in a separate compartment at the bottom of the crankcase where it is easily accessible. A new, semi-automatic choke prevents flooding and makes starting easy.



## *New* BATTERY- DISTRIBUTOR IGNITION

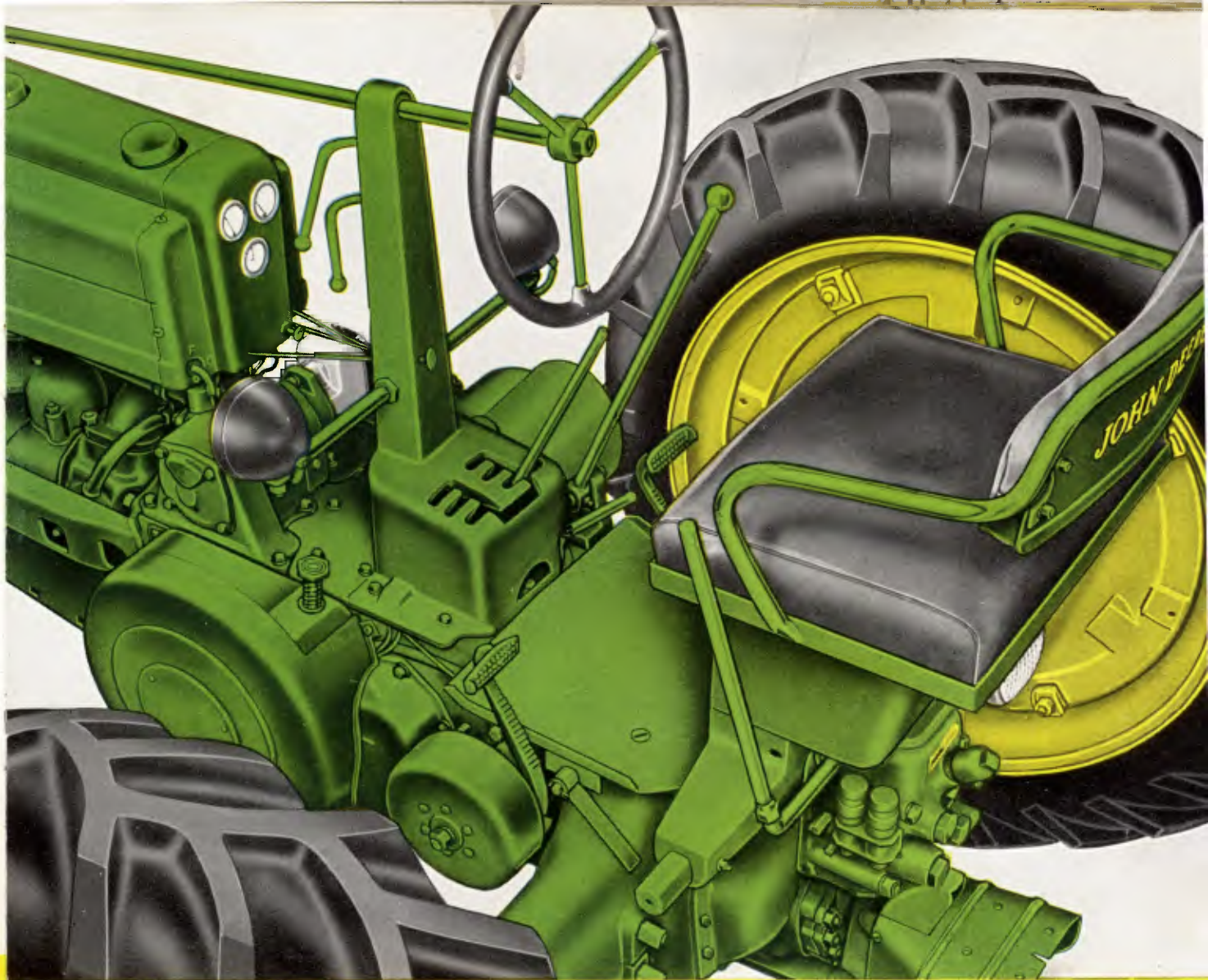
New battery-distributor ignition is regular equipment for "A," "B" and "G" Tractors. This ignition system, which includes a coil and distributor, provides smoother engine operation at throttled-down speeds. Magneto ignition is optional equipment.

## BATTERY UNDER SEAT

The battery is located in a handy compartment right under the seat. A new voltage regulator on all models efficiently controls the amount of generator output, eliminates overcharging, and greatly prolongs battery life. The Model "B" has a 6-volt system; the Models "A" and "G" have a 12-volt system.







## ALL CONTROLS ARE CONVENIENT

**P**ICTURE yourself on that seat. You're up high—out of the dust and dirt—in a commanding position. You have a perfect view of the work ahead and to either side without straining. You ride on a deep-cushion seat that's comfortable and fully adjustable. Right under your feet is a roomy platform—you can stand as easily and naturally as rising from a chair. Conveniently located are quick-acting, foot-operated differential brakes and the self starter.

Directly in your line of vision are the oil pressure, ammeter, and water temperature gauges. Right at your finger tips are the throttle and radiator shutter levers . . . the hand clutch . . . the gear shift, power shaft, and Powr-Trol levers. No wonder owners praise the many ease-of-handling features of these new John Deere Tractors.







## *Unexcelled* VIEW

A CLEAR, unobstructed view of the work ahead and to either side is essential for good work. John Deere was the first to provide this advantage in a general-purpose tractor.

The centered seat is *up high*; it places you in a commanding position. The fuel tank is *tapered*, with intake and exhaust stacks *centered* and well

ahead of the operator. Cultivators and other front-mounted tools have been designed with a minimum of brace bars and other parts in line of view.

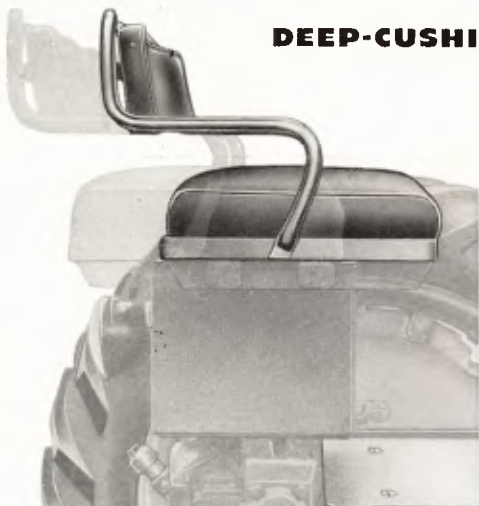
The result is an unexcelled view from a natural, relaxed position on the seat or when standing. You see what you're doing, where you're going—always—with a John Deere.



# *New* COMFORT

**I**N a Model "A," "B," or "G," you'll find just what you've been looking for in a tractor that's easier on the operator—one that will reduce fatigue during long hours at the wheel. In addition to exclusive Roll-O-Matic "knee-action" Front Wheels which reduce up-and-down movement of the front end, John Deere has provided these other comfort features you're sure to want in your next tractor.

## DEEP-CUSHION SEAT



Here's a new deep-cushion seat that's really comfortable. It's roomy, and there's plenty of fore-and-aft adjustability to suit any operator. A latch, conveniently located on the right-hand side, enables you to adjust the seat in a jiffy. Arm and back rests provide safer, more comfortable operation.

## MORE STANDING ROOM

The convenient platform, a feature of John Deere Tractors for many years, has been improved in these new models.

The old channel-type seat support has been eliminated to provide even more room on the platform of the "A," "B," and "G" Series. Centrally located just below the seat, the platform gives you ample leg room. And, when you want to stand, you can do so at will—as easily and naturally as rising from a chair—without changing the seat position.







## HAND CLUTCH

The John Deere hand clutch is a mighty important convenience feature. It eliminates the inconvenience of mounting the tractor to engage or disengage the clutch when working on belt jobs. It gives you complete control of the tractor while standing on the platform—there's no need to sit down to operate the clutch. It makes hitching to implements a one-man job. You'll want this feature in your next tractor.



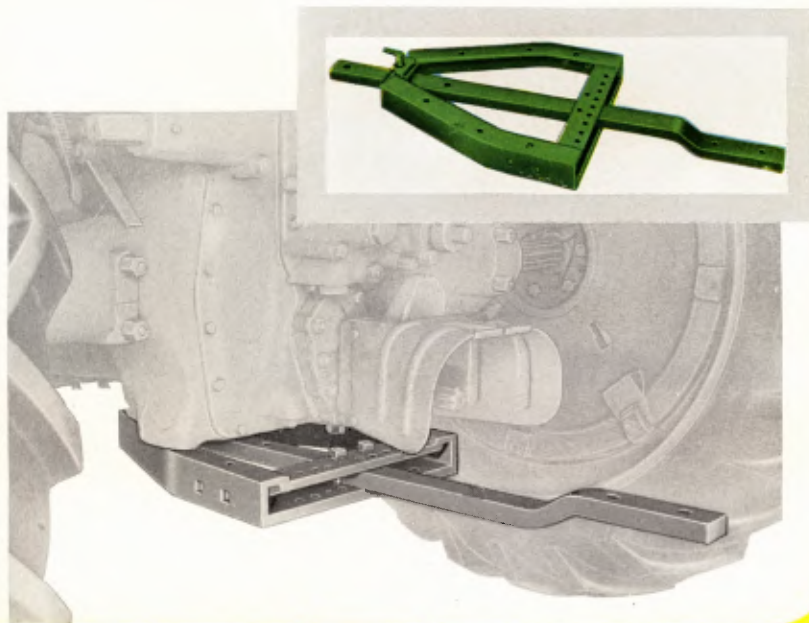
*Engaging the clutch of a Model "A" from the ground to operate a belt-driven machine.*



# *Improved* ADAPTABILITY

## IMPROVED DRAWBAR— STRONGER FRAME

The new-type drawbar frame is of welded, one-piece construction and exceptionally strong. The drawbar is fully adjustable *without the use of tools*. By simply lifting one pin, you can adjust it forward or backward (see inset illustration below). You can change the vertical position by merely sliding it out, turning it over, and sliding it back in the frame. The drawbar can be locked in any fixed position by inserting bolts in holes provided, or it can be used as a swinging drawbar.



## WIDE REAR WHEEL TREAD

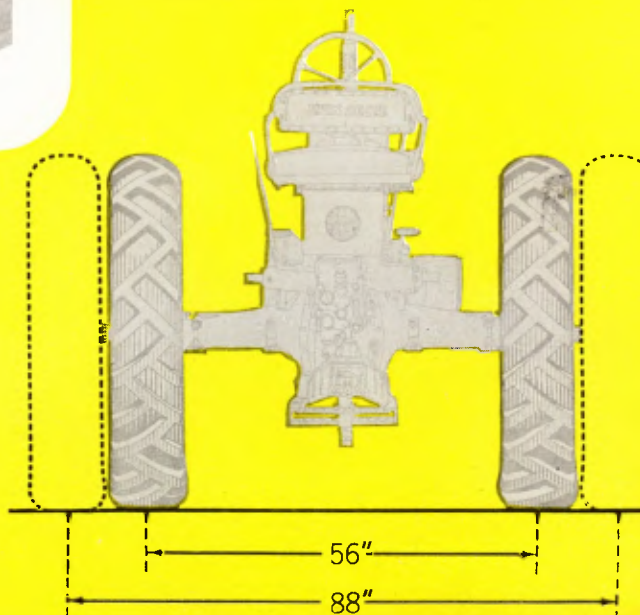
John Deere General-Purpose Tractors offer you a wide rear-wheel tread adjustability—from 56 to 88 inches on the Models "A" and "B" (see illustration at right) and from 60 to 84 inches on the Model "G." This permits more accurate work in handling crops grown in a greater variety of row widths.

Dual front disk wheels are reversible to give greater clearance when operating in extremely muddy conditions.

## SINGLE SHIFT LEVER AND NEW LOW SPEED

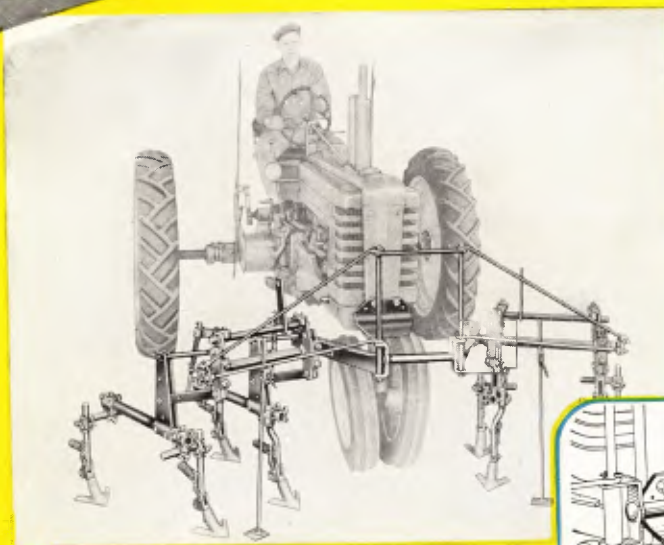
In the Models "A" and "B", only *one* shift lever is necessary for all gear changes.

A new "creeper" gear of 1½ miles per hour also has been provided in both models, for drawbar jobs requiring slow travel speed, and for maintaining maximum power shaft output when operating power-driven machines at slow speed. It is a decided advantage in transplanting . . . in operating a combine, corn picker, or ensilage harvester under certain conditions . . . in spraying fruit trees . . . in close cultivation of specialty crops...and in other conditions requiring this slower speed for best work.

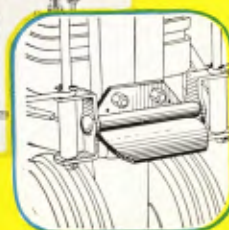


# QUIK-TATCH

## Newest Development makes attaching



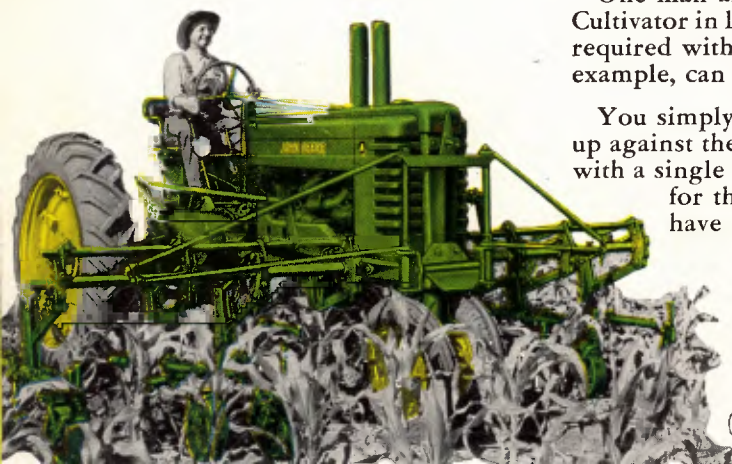
### DRIVE IN..



THE JOHN DEERE Quik-Tatch feature is the most important advancement made in cultivator design in recent years.

One man alone can put on or take off a John Deere Tractor Cultivator in less time and with far greater ease than was formerly required with two or three men. The big-capacity four-row, for example, can be attached *in less than ten minutes*.

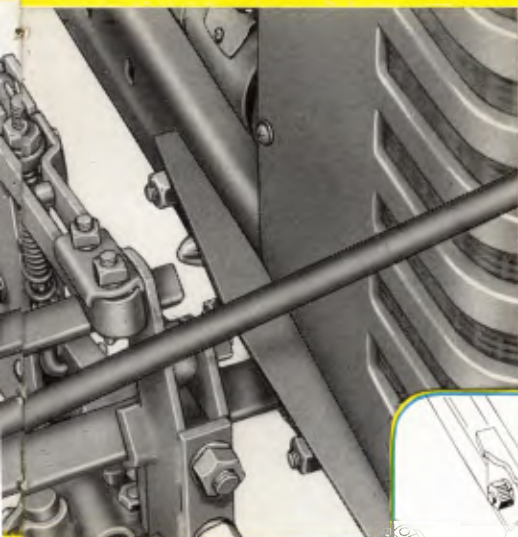
You simply drive into the cultivator and the side frames snug up against the tractor, guided by the pilot pins. Attach each side with a single nut, connect the two lifting pipes, and you're ready for the field. The tractor belt pulley and drawbar never have to be removed. Unhooking is just as easy. Put the two supports in place under front frames . . . disconnect the lifting pipes . . . remove the nuts . . . and back the tractor away. You leave the entire cultivator in a single unit, *without disturbing row spacings or other adjustments*. Rear rigs are put on and taken off in a jiffy.



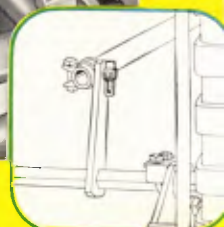
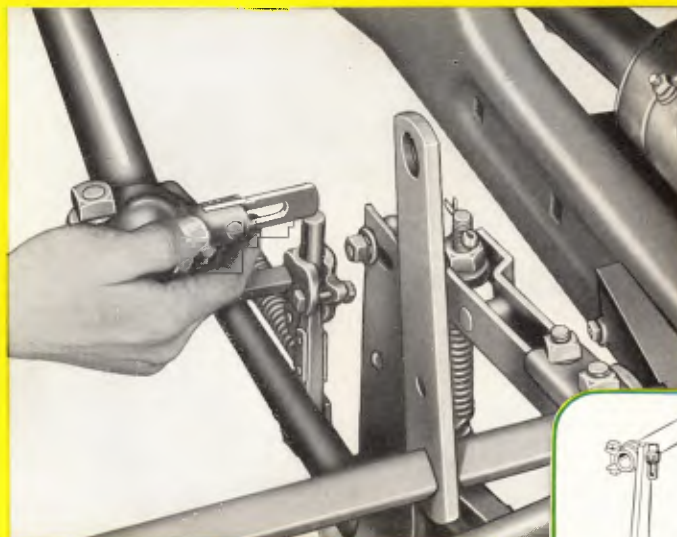


# in JOHN DEERE CULTIVATORS

## and detaching a quick, easy, one-man job



**CONNECT..**

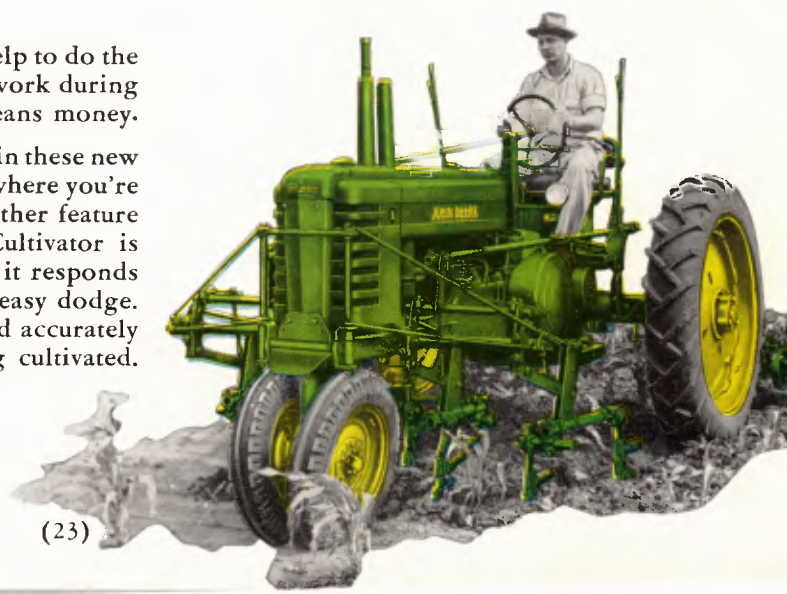


**HOOK UP..**

There's no heavy lifting, no need to call for extra help to do the job. And, your tractor is quickly available for other work during one of the busiest seasons of the year when time means money.

Clear, unobstructed view is retained, *even improved*, in these new Quik-Tatch Cultivators—you *see* what you're doing, where you're going, at all times. Extreme ease of handling is another feature you'll appreciate, especially in contoured fields. Cultivator is rigidly mounted well forward on the tractor where it responds instantly to the steering wheel to give you a quick, easy dodge. Shovels, shanks, crossheads, and rigs are quickly and accurately adjusted to match the row spacing and crop being cultivated.

These features, together with rugged quality construction for which John Deere is famous, make the new John Deere Quik-Tatch your best cultivator investment, and another important reason for choosing a John Deere Tractor.





## Integral Equipment for **MODEL "B"**

ONE-BOTTOM PLOW.

ONE-BOTTOM TWO-WAY PLOW.

TWO-ROW MIDDLEBREAKER.

TWO-ROW LISTER.

TWO- AND FOUR-ROW CULTIVATORS.

ATTACHMENTS FOR TWO-ROW CULTIVATORS:

TWO-ROW RUNNER-, SHOE-, OR SWEEP-TYPE PLANTING ATTACHMENT.

TWO-ROW FERTILIZER ATTACHMENT FOR PLANTING ATTACHMENTS. (Can be used alone for side dressing or when planting.)

MULTI-ROW TOOL BAR ATTACHMENT. (For cultivating beets, beans, and other vegetables.)

TWO- AND FOUR-ROW BEAN-HARVESTING ATTACHMENTS.

PEANUT PULLER ATTACHMENT.

TWO-ROW LISTED CORN CULTIVATOR.

INTEGRAL FIELD CULTIVATOR.

MULTI-ROW BEET AND BEAN CULTIVATORS (with complete ground-working equipment, including rear tool bars.)

FERTILIZING ATTACHMENTS FOR BEET AND BEAN CULTIVATORS.

ONE- AND TWO-ROW BEET LIFTERS.

MULTI-ROW COTTON AND VEGETABLE DUSTER.

POWER MOWER.

ONE- AND TWO-ROW CORN PICKERS.

TWO-ROW COTTON HARVESTER.

PUSH-TYPE MANURE LOADER.

# a great parade of



THE wider variety of jobs you can handle with a tractor, the easier your work, the greater your production, and the more valuable that tractor is to you.

Available for the Models "A," "B," and "G" is a most complete line of matched integral tools that broadens the usefulness of a John Deere Tractor—tools that are just as modern in design, just as field-proved in performance as the tractors themselves.

Here is equipment that embodies all of the skill and experience of more than one hundred and ten years in the implement business... equipment that is com-



# INTEGRAL EQUIPMENT



pletely adaptable to your particular requirements . . . equipment noted for good work, easy handling, and long life.

Another important feature of John Deere Integral Equipment is the fact that the tractor belt pulley is a *permanent* part of the tractor and the drawbar seldom has to be removed when attaching mounted tools.

Choose your tractor on the basis of value alone and you'll choose a John Deere; choose on the basis of tractor value *plus equipment* and you'll be even more convinced that for profitable, economical farming, your first choice is overwhelmingly John Deere.



## Integral Equipment for **MODELS "A" and "G"**

ONE-BOTTOM TWO-WAY PLOW.

TWO-, THREE-, AND FOUR-ROW BEDDERS.

TWO- AND FOUR-ROW BEDDER PLANTERS.

TWO-ROW MIDDLEBREAKER.

TWO-ROW LISTER.

TWO- AND FOUR-ROW CULTIVATORS.

ATTACHMENTS FOR INTEGRAL CULTIVATORS:

TWO- AND FOUR-ROW RUNNER-, SHOE-, OR SWEEP-TYPE PLANTING ATTACHMENTS.

TWO- AND FOUR-ROW FERTILIZER ATTACHMENTS FOR PLANTING ATTACHMENTS. (Can be used alone for side dressing or when planting.)

MULTI-ROW TOOL BAR ATTACHMENT. (For cultivating beets, beans, and other vegetables.)

TWO- AND FOUR-ROW BEAN-HARVESTING ATTACHMENTS.

PEANUT PULLER ATTACHMENT.

TWO-ROW LISTED CORN CULTIVATOR. ("A" only.)

INTEGRAL FIELD CULTIVATOR.

MULTI-ROW BEET AND BEAN CULTIVATOR (with complete ground-working equipment, including rear tool bars.)

FERTILIZING ATTACHMENTS FOR BEET AND BEAN CULTIVATORS. ("A" only.)

BEET HARVESTER.

ONE- AND TWO-ROW BEET LIFTERS. ("A" only.)

MULTI-ROW COTTON AND VEGETABLE DUSTER. ("A" only.)

POWER MOWER.

ONE-ROW CORN PICKER.

TWO-ROW CORN PICKER. ("A" only.)

TWO-ROW COTTON HARVESTER. ("A" only.)

PUSH-TYPE MANURE LOADER.

STALK CUTTER.

# SIMPLE, RUGGED, **TWO-CYLINDER** made John Deere Tractors famous

THE STORY of John Deere Tractor popularity is one of the most unusual in modern times. It goes back to 1924 when the first tractor to bear the John Deere name—the two-cylinder Model “D”—was introduced.

Competition was extremely keen; the trend in tractor engines was toward multi-cylinders.

If ever a newcomer had to make good every step of the way, it was this *two-cylinder* tractor. *And make good it did!* Skepticism gave way to enthusiasm as owners and neighbors watched it perform... verified its extremely low operating costs... marveled at its simple, rugged construction.

The “D” became extremely popular. Other

John Deere *two-cylinder* models followed until there was a size and type for every farm. Today, these now-familiar green-and-yellow tractors dot the countryside and their owners are numbered in the hundreds of thousands.

This overwhelming, ever-increasing demand for John Deere Tractors is convincing proof of the soundness of *exclusive* John Deere *two-cylinder* design—the design that offers you greater economy, greater dependability, longer life.

Refined in many ways but unchanged in its fundamental advantages, *two-cylinder* design in the new Models “A,” “B,” and “G” Tractors is your assurance of their *proved* performance.

*Unequalled*

*Simplicity . . . .*

**2 -CYLINDER TRACTOR**



Only two large cylinders



Two pistons



Four valves and valve springs



Ten rings

**4 -CYLINDER TRACTOR**



Four cylinders



Four pistons



Eight valves and valve springs



Sixteen rings

**6 -CYLINDER TRACTOR**



Six cylinders



Six pistons



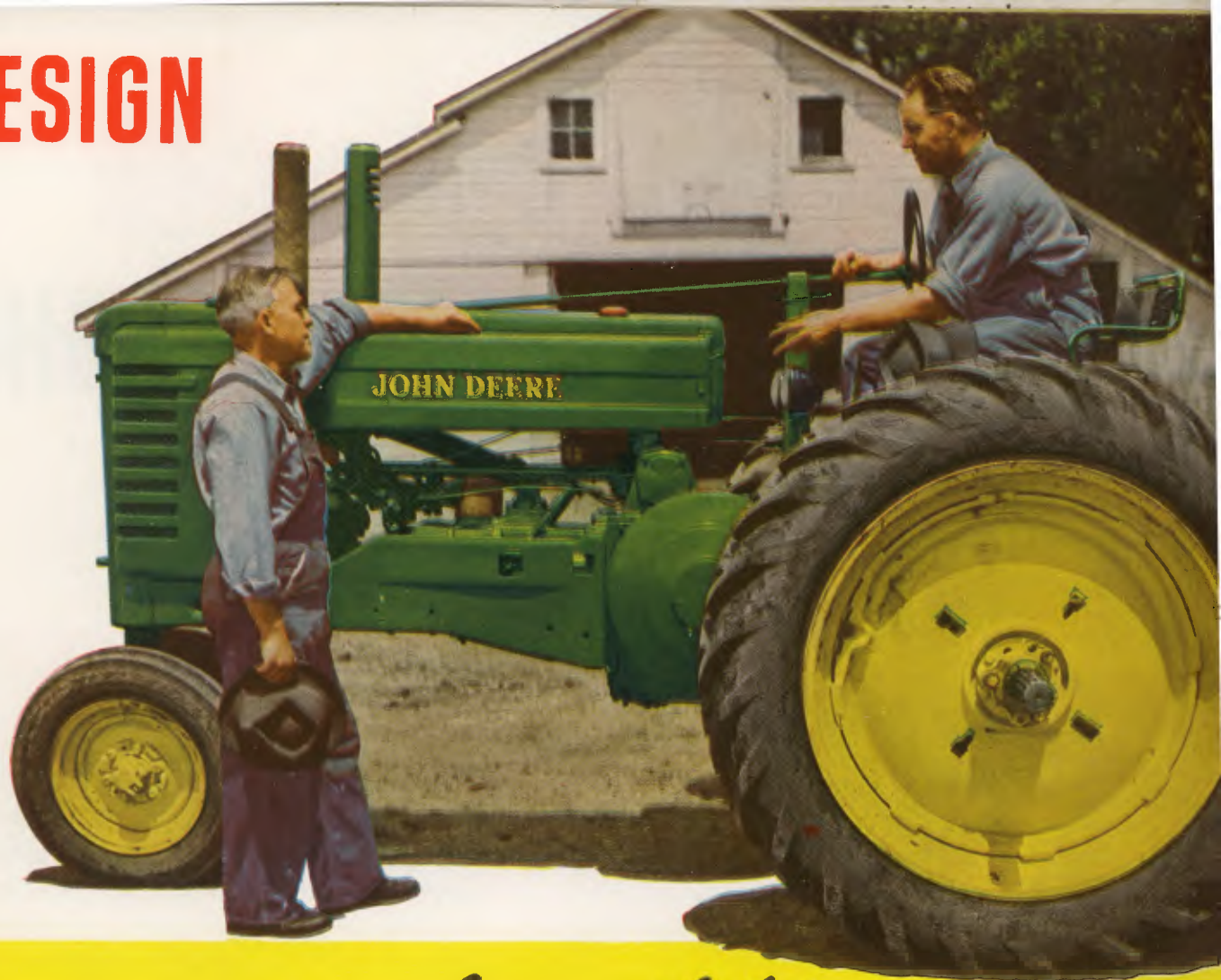
Twelve valves and valve springs



Twenty-four rings



# DESIGN



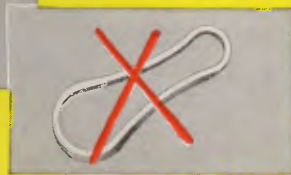
*... and Accessibility*



*No water pump*



*No thermostat*



*No fan belt*



*Entire clutch easily accessible*



*Simple, easy brake adjustment*

# TWO-CYLINDER DESIGN

## is an *EXCLUSIVE* JOHN

## that gives you . . .

**GREATER ECONOMY, MORE DEPENDABILITY,**

YOU'LL NEVER KNOW how much easier on your pocketbook a tractor can be until you own a John Deere. Along with its outstanding fuel economy, service and overhaul expense over the years *is far below that of other tractors.*

This is a *proved* fact borne out by the experience of thousands of John Deere Tractor owners who have owned other makes and who have kept and compared actual cost records.

Exclusive *two-cylinder* design is the big reason for the outstanding performance record of John Deere Tractors. Two-cylinder design provides a degree of simplicity unequalled by other tractors. In the engine alone, there are only *two* cylinders, *two* pistons, and *two* connecting rods instead of four or six; *four* valves and valve springs in place of eight or twelve; *ten*

rings as against sixteen or twenty-four.

This same simplicity is carried right on through the entire tractor—with *fewer* gears in the transmission . . . only *one* joint in the steering mechanism . . . *no* thermostat, *no* water pump, *no* fan belt in the cooling system, and so on.

With fewer adjustments required and with fewer parts to wear, to cause trouble, and require eventual replacement, the cost of maintaining a John Deere *two-cylinder* tractor is bound to be less than that of any other tractor.

But that's just half the story. The same simplicity that eliminates unnecessary parts and adjustments also makes it possible to build remaining parts larger and heavier.

That is exactly what has been done in John Deere Tractors. Engine parts are larger, more rugged. The transmission case



# DEERE FEATURE

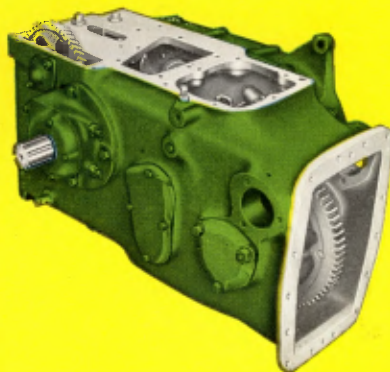
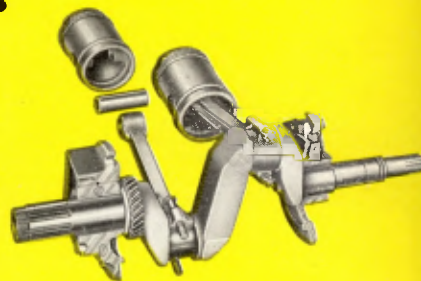
## LONGER LIFE

is of heavy, one-piece construction with gears built heavier and stronger. The axle housing is a single unit and exceptionally strong. The main frame is of angle steel, welded into one piece. The front pedestal is a one-piece casting and contains a heavy, one-piece vertical shaft. The drawbar frame is of welded one-piece construction. All the way through, John Deere Tractors are built stronger—that's why they're better able to stand up under the grueling strains of farm work for a longer time.

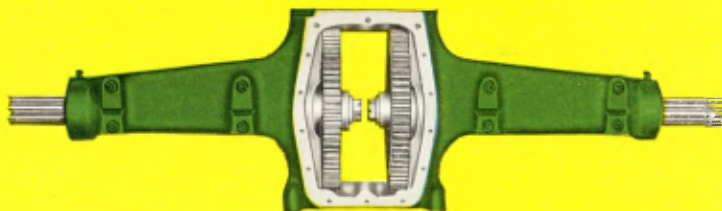
Only a John Deere *two-cylinder* tractor offers you these fundamental advantages of greater economy, more dependability, longer life—advantages that lower your costs and increases your profits . . . that assure freedom from costly field delays . . . and that give you more years of service from your tractor investment.

## *Unequaled* **STRENGTH OF PARTS**

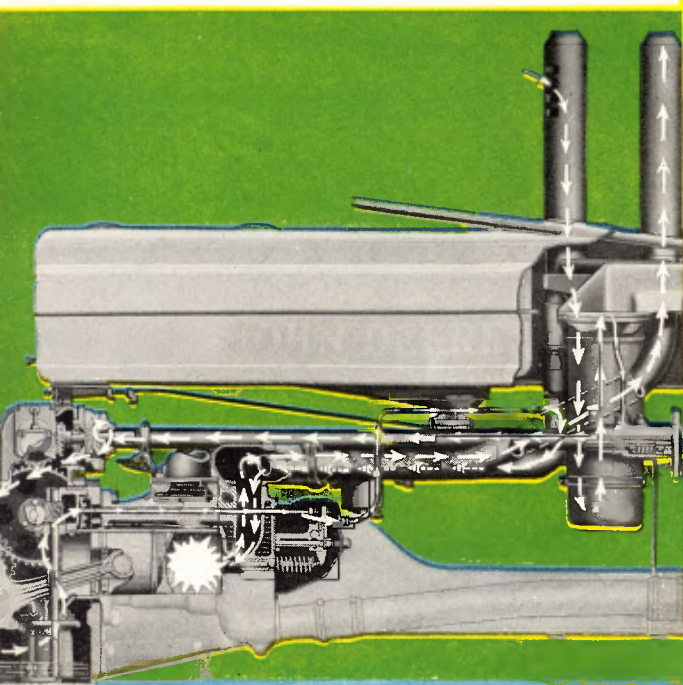
*Crankshaft and piston assembly of a John Deere Tractor. Note the unmatched simplicity of its two-cylinder design and the heavy, rugged parts used in its construction.*



*The transmission case of a John Deere is of heavy, one-piece construction. There are fewer gears needed and all parts are built exceptionally strong.*



*Here's the rigid one-piece axle housing which encloses the final drive gears. Note its rugged construction which insures permanent alignment of gears and axle shafts.*



## *Automatic* **CRANKCASE VENTILATION**

Both the Models "A" and "B" have the same efficient crankcase ventilation system that has proved so successful in previous John Deere Tractors with an important additional advantage—*automatic* operation.

### **NO SERVICING IS REQUIRED**

The illustration above shows how this system functions in maintaining a constant circulation of air throughout the crankcase as long as the engine is running. Air is drawn in through a pipe connected to the air cleaner. It travels through the fan shaft housing to the governor where it is pumped into the crankcase. The suction of the engine draws gases into the combustion chamber where they are burned and expelled through the exhaust.

# SAFEGUARDED QUALITY CONSTRUCTION

**M**ECHANICALLY, you'll find these John Deere Tractors as safeguarded in design and as automatic in operation as modern engineering methods can devise.

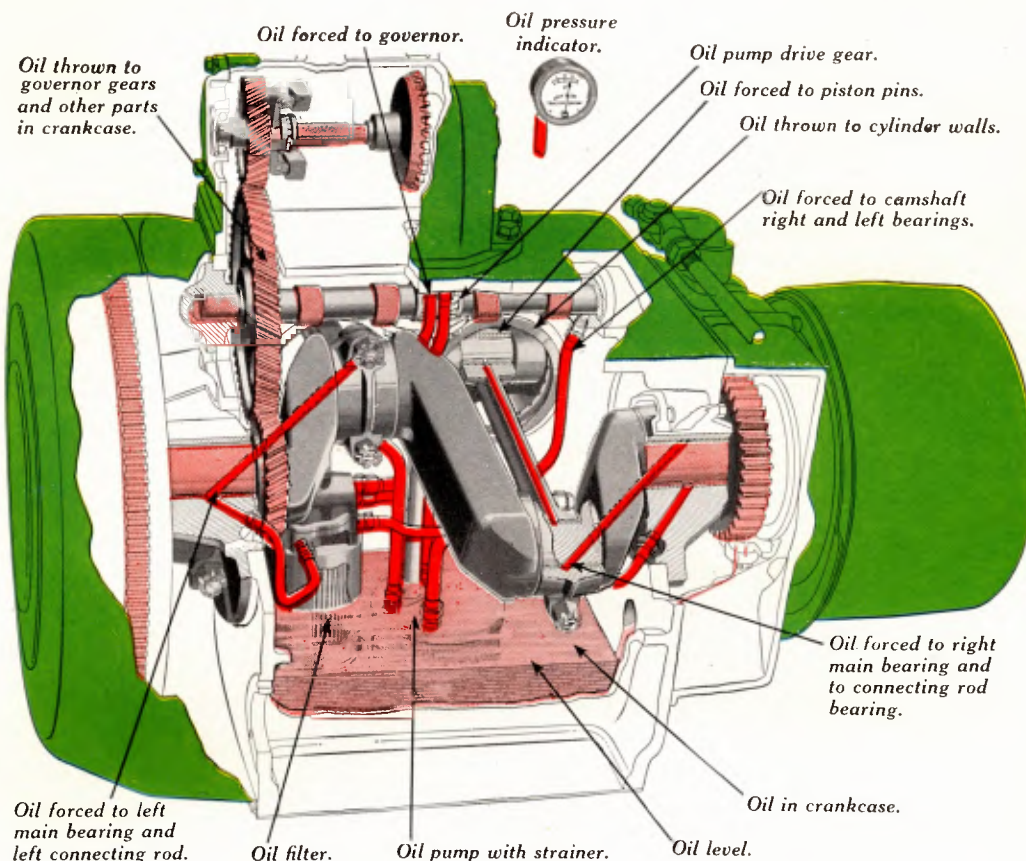
The complete enclosure of engine, transmission, and rear axles in oil-tight, dust-proof cases . . . the effective sealing of front wheel bearings, axle bearings . . . the oil-wash air cleaner . . . full-flow oil filter . . . efficient fuel strainer—all safeguard a John Deere against the entrance of dust and dirt and prolong tractor life.

Lubrication of engine, transmission, and differential is thorough, unfailing in its operation, and entirely automatic.

The automatic ventilation system—an *exclusive* John Deere feature—maintains a constant circulation of air throughout the crankcase as long as the engine is running, to expel harmful fuel vapors.

Add to these mechanical features the quality construction that is typical of all John Deere equipment—the skilled workmanship . . . the use of high-grade materials, precision machines and modern manufacturing methods . . . and constant inspection. Here is your assurance of new-tractor performance down through the years.





## *Automatic* **FULL-PRESSURE ENGINE LUBRICATION**

Lubrication is the lifeblood of a tractor. Proper engine lubrication carries off heat and prevents the friction caused by metal-to-metal contact, thereby assuring maximum engine power, longer life of parts, and lower upkeep cost.

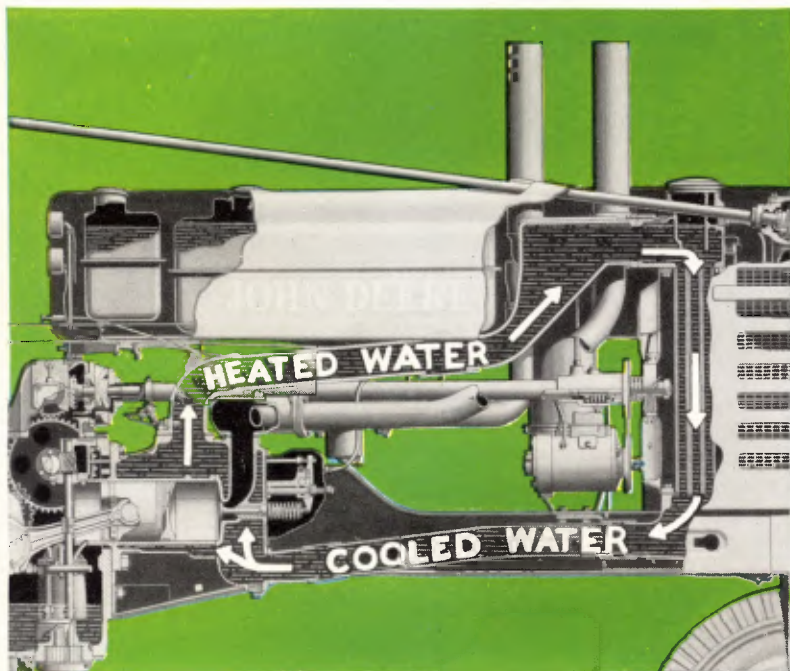
There is no more positive system of engine lubrication than the John Deere force-feed pressure system. Take a minute to study this lubrication system; note that it is automatic in its operation and delivers oil to all engine parts.

A positive, gear-driven pump forces oil under pressure through a full-flow oil filter, then to main bearings, through

drilled crankshaft to connecting rod bearings, and through drilled connecting rods to piston pins. Oil forced out around the connecting rod bearings is thrown by the crankshaft to cylinder walls, governor gears, camshaft, and other parts of the crankcase. An independent oil pipe carries oil under pressure to the rotor pump and governor parts. Another oil pipe carries oil under pressure to the tappet case, lubricating valve stems, rocker arms, and tappets.

This modern lubrication system is just another reason why John Deere Tractors stay young and keep their pep for a longer time.

# *Automatic* ENGINE TEMPERATURE CONTROL

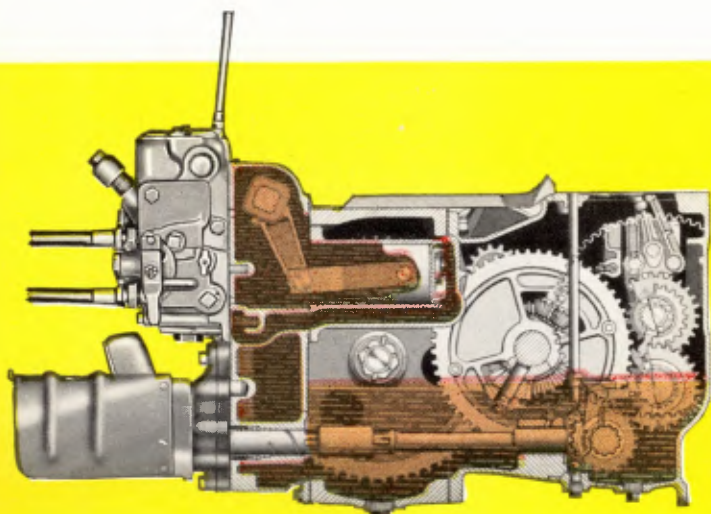


John Deere horizontal two-cylinder engine design is ideally suited to the simplest and most effective method of engine temperature control—that which is based on the thermosiphon principle that heated water rises and cooled water falls.

The result is a *fully automatic* circulation system which requires no water pump with all its parts . . . no thermostat that sometimes sticks . . . no fan belt to slip and require eventual replacement.

The water begins to circulate as the engine warms up—the circulation then keeps pace with the cooling requirements of the engine. (See illustration.)

A radiator shutter, operated by a lever at your finger tips, enables you to maintain proper temperature. A conveniently-located water temperature gauge tells you when to adjust the shutter.



## *Automatic* OILING OF TRANSMISSION AND DIFFERENTIAL

Lubrication of the transmission and differential, fully enclosed in the dustproof case, is entirely automatic—it stops and starts with the tractor. The differential and final drive gears are partially submerged in transmission oil. As they revolve, these gears carry oil to all transmission parts, completely bathing gears, shafts, and bearings.



# Additional SAFEGUARDS

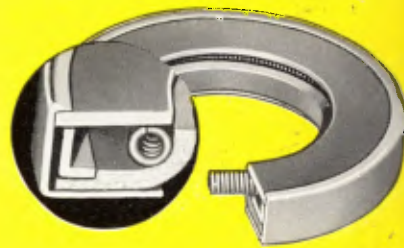
This efficient oil-wash air cleaner removes dust and grit from the air before it is drawn into the engine. The body of the filter unit is filled with closely crimped wire; the base is filled with oil. The suction of the engine draws the air into the cleaner and through a bath of oil. Dust and dirt, coming in contact with the oil, are arrested and only clean air is allowed to pass into the engine. (See illustration at right.)

When the engine is shut off, the dust-laden oil drains down into the reservoir at the base of the air cleaner where the dirt and dust accumulate. It's a simple, easy job to remove the base for cleaning.



## POSITIVE OIL FILTER

*Before any oil can reach pistons, bearings, and other parts of the engine, it is forced through an efficient, replaceable full-flow oil filter which removes abrasives and maintains the oil in good condition.*



## DIRT AND OIL SEALS

*Keeping oil in and dust and dirt out, protecting the life of bearings, are efficient rawhide dirt and oil seals at points where leakage might otherwise occur.*

## EFFICIENT FUEL STRAINER



A glass sediment bowl, connected with the fuel line between the tank and the carburetor, removes foreign matter and water from the fuel. It is quickly and easily removed for cleaning. A further safeguard is the filtering screen in the sediment bowl of the carburetor.



## ANTI-FRICTION BEARINGS

*The use of the highest quality ball and roller bearings at points where friction would otherwise occur contributes greatly to the long life of John Deere Tractors.*

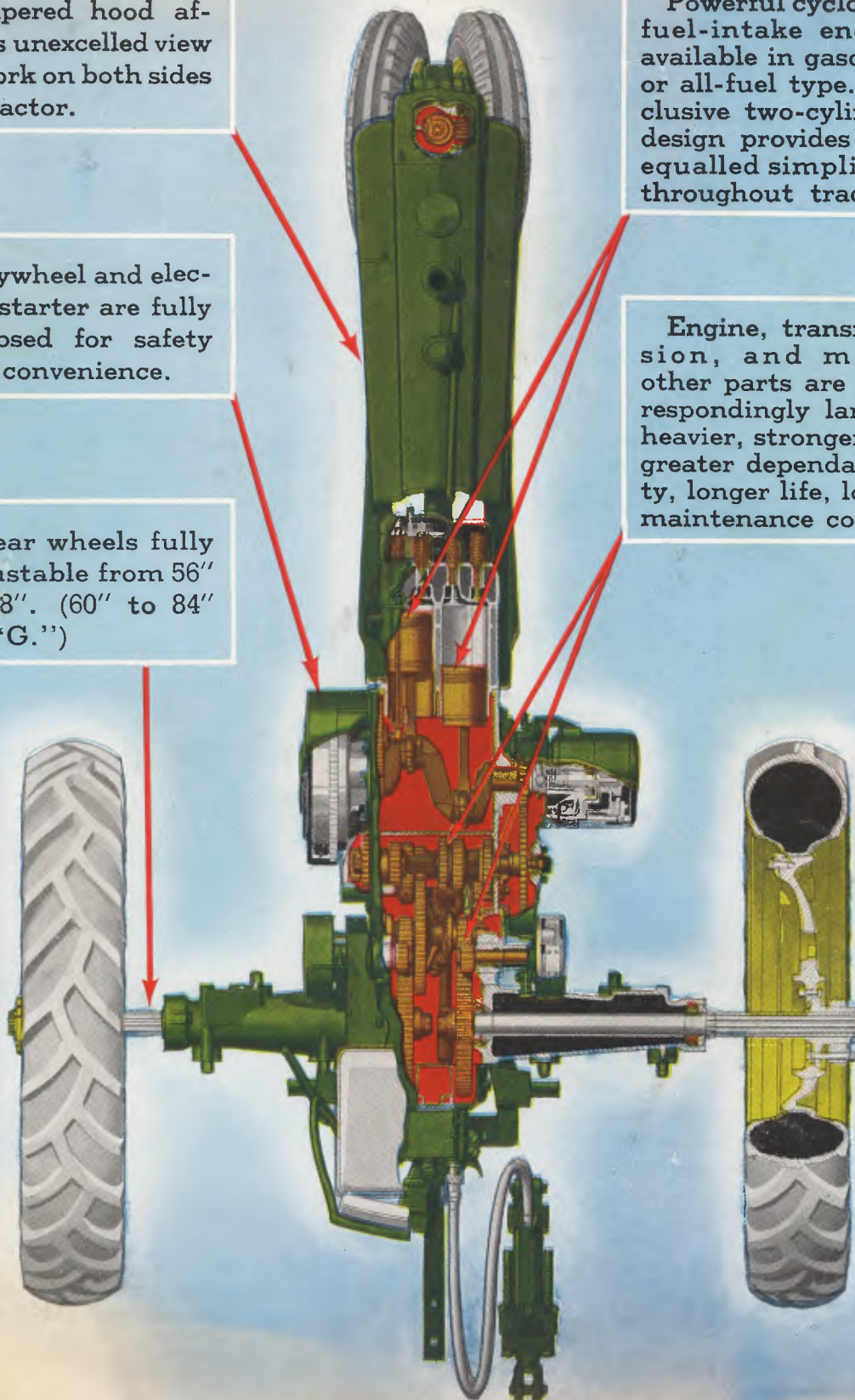
Tapered hood affords unexcelled view of work on both sides of tractor.

Flywheel and electric starter are fully enclosed for safety and convenience.

Rear wheels fully adjustable from 56" to 88". (60" to 84" on "G.")

Powerful cyclonic-fuel-intake engine available in gasoline or all-fuel type. Exclusive two-cylinder design provides unequalled simplicity throughout tractor.

Engine, transmission, and many other parts are correspondingly larger, heavier, stronger for greater dependability, longer life, lower maintenance costs.

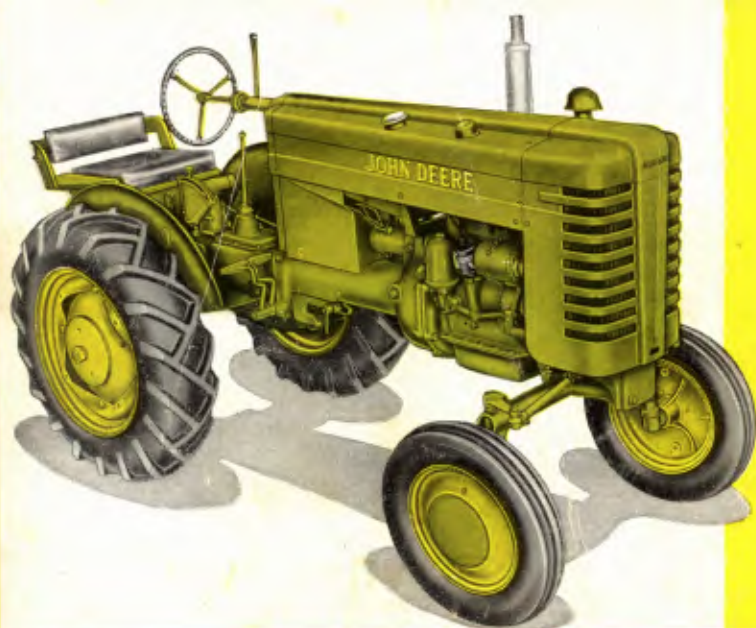


**JOHN**

**2-Cylinder**

**First** IN **MODEL**  
**AND PROVED**





## MODEL "M" GENERAL-PURPOSE

The Model "M" is a 1-2-plow, general-purpose tractor that pulls a 6-foot double-action disk harrow, a 7-foot power mower, other machines in proportion. With its full line of matched equipment it brings a complete system of farming to the smaller farms and is an ideal "helper" tractor on the larger farms. Has four forward speeds (1-5/8 to 11 M.P.H.). Regular equipment includes Touch-o-matic hydraulic control, electric starter, adjustable air-cushion seat, adjustable steering wheel, power take-off, adjustable tread, independent rear wheel brakes, and many others. Belt pulley and adjustable front axle are available as extras.



# meet other **new members** of the **JOHN DEERE TRACTOR FAMILY..**

## MODEL "MT" GENERAL-PURPOSE

The "MT" is a 1-2-plow tractor designed in tricycle style to plant and cultivate 2 or more rows. Features are the same as for the "M" Tractor, including the same two-cylinder, vertical, valve-in-head engine. Rear wheels adjust 48 to 96 inches. Single front wheel and adjustable front axle are available as extras. Full line of Quik-Tatch equipment. Dual Touch-o-matic for separate or simultaneous control of individual integral equipment units.

